

The Sun

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Blood on the Moon.

The Ohio Republican convention meets next week, and what it says of national matters will be far heard.

Ohio has been a capital of standstillism. Many of its Republican politicians are known not to love Mr. Roosevelt, except for purposes of publication. But if, as has been said so often, "Roosevelt has nobody but the people with him," what are those secret dissenters to do?

For Roosevelt or against him; for Taft or against him; for or against the policy of paying higher than American export price for supplies for the Panama Canal; for or against excessive and hide-bound protection; for or against tariff rates that squeeze American consumers and give rebates to foreigners—the convention will have to decide.

Will the standstillers stand pat or fall flat?

Governor La Follette's Victory.

Wisconsin's Legislature has adopted the bill for a State Railway Commission advocated by Governor LA FOLLETTE, and the campaign conducted by him for more than four years against the transportation corporations has ended in a complete victory for the Governor. At one time it seemed probable that the railroads would succeed in having the bill modified to provide for the election of the commissioners by the voters, instead of for their appointment by the Governor. Mr. LA FOLLETTE'S announcement that such a compromise he would resign the Governorship and become a candidate for one of the commissions squelched this plan. "Bob" LA FOLLETTE as Railroad Commissioner was not wanted by the railroads.

Governor LA FOLLETTE has subordinated all other issues to that of railroad regulation in his State campaigns. Some of his enemies have accused him of insincerity and alleged that he would not settle the issue if he could, for fear its disappearance would mean his political death. These charges made no impression on the voters of Wisconsin. They believe in LA FOLLETTE. On the railroad issue he has obtained control of the State Republican organization, humbled the Republican national committee, ousted the "Federal crowd" from party power in Wisconsin, been elected Governor twice and been chosen United States Senator. His record for the last decade is one of continuous successes, brought about by persevering and undeviating application to one proposition.

When Governor LA FOLLETTE has appointed the members of the new Railroad Commission and got that body in working order, he will feel at liberty to resign his present office and enter the United States Senate, to membership in which he was elected last winter. An energetic politician, an organizer of foresight and resource, a lively and shrewd tactician, he will leave one victory over the railroads to enter another campaign against them. The Senatorial career of the Hon. ROBERT MARION LA FOLLETTE of Wisconsin ought to be spectacular, entertaining, and instructive.

The Coming State Census.

The taking of the State census is to begin on June 1. If the population of the city of New York has been increasing at the rate of growth between 1890 and 1900, or 37.1 per cent, it is now, in 1905, somewhere about four millions, and there is good reason to assume that the rate has been maintained if not exceeded in the last five years.

In the first place, since 1900 there has been a great increase in immigration. The total for those five years alone has been almost as great as that of the whole decade before. Of this immigration more than three-quarters arrived at the port of New York and probably about a third of that number remained in this town or its immediate neighborhood. Meanwhile, however, there has proceeded an emigration from the town to the suburban country which forms something of an offset to this increase, but the gain left seems to have been at a greater percentage than the gain between the years 1890 and 1900.

The indications of very great growth since the last Federal census are obvious. They stare everybody in the face. Every line of interurban transit is crowded. In every one of the five boroughs of the city the increase of population appears strikingly. Since 1900 the population of the Bronx is estimated to have grown by more than a half, and the physical indications afforded by the building there are that the estimate is not far from too high. The gain in Brooklyn seems to have been more than a fifth, and in Manhattan not much less.

Real estate prices throughout the growing town have advanced, and in some districts as, for example, in Murray Hill, they have risen to a height about as great as that to which not many years ago land in the busiest centers of finance attained. In the outlying districts of Brooklyn and The Bronx there has been a relative increase of values not much less. A great city has grown up beyond the Harlem River since 1900. The Bronx alone has a population greater than was that of Brooklyn at the time of the civil war.

The native white population of native parentage in New York in 1900 was only about one-fifth of the whole. In Manhattan less than sixteenth, and since the Fed-

eral census of that year those percentages must have diminished because of the unusually great immigration of foreigners, more especially of Italians and Jews. The great bulk of the foreign born and their native children is made up of Germans, Irish and Jews, the number of each of which races is about the same, and the Italians follow closely. In the remainder are included representatives of almost every race in the world.

Striking evidence of the increase in the rate of growth of the population of New York during the last five years, as compared with that of the decade between 1890 and 1900, is furnished in the school statistics. The report of the Superintendent of Schools for last year showed an unprecedented increase in the number of pupils, and significantly this increase was relatively greatest, first in The Bronx and second in Brooklyn.

A very careful estimate of the population of New York on June 1, 1904, made by the Federation of Churches, was:

Manhattan	2,000,262	Queens	171,823
Brooklyn	1,858,235	Richmond	70,782
Bronx	790,715	Total	2,948,007

If the rate of increase in the last year was equal to that of the yearly average thus estimated for the five years since 1900, the population of New York enumerated in the State census to begin on the first of June will exceed four millions. If to that number is added the population of the whole metropolitan area, which includes neighboring counties of New Jersey and New York, it will be increased to more than five millions. Even then it will be less by about a million and a half than the population of the whole metropolitan area of London; but if its rate of increase continues as at present, by 1920 it will be greater—it will be the greatest aggregation of people in such an area in the world.

It is no wonder that every railroad which reaches New York is straining its resources to meet the coming demands on it and that plans for the wide extension of the systems of interurban transportation, insufficient even for present needs, are being made.

The Future of the British Empire.

At this moment the British Empire, exclusive of the United Kingdom, comprises about 340,000,000 human beings belonging to the dark races and only about eleven millions of English speaking folk. How to retain all these as friends within a common dominion is a problem which is considered at length by the Hon. GEORGE PERL in his recent book, "The Friends of England." Is the problem essentially unsolvable? It begins to look so, for Mr. JOSEPH CHAMBERLAIN is the only British statesman who has essayed to offer a solution, and that, evidently, is unacceptable to the inhabitants of Great Britain.

His knowledge of history and his observation of human nature have convinced Mr. CHAMBERLAIN that the English speaking dependencies cannot be held to the mother country for an indefinite period by sentiment alone. A bond of self-interest must be created, he says, otherwise the ultimate secession of those colonies from the British Empire is as inevitable as the flight of grown birds from the parental nest. Just now, in their day of adolescence, the English speaking dependencies, Canada, Australia, New Zealand and the Cape Colony, prefer to remain nested, so to speak, or, in other words, to receive from the motherland a protection that costs them nothing. They are practically enjoying the sweets of independence without any of its burdens or responsibilities.

Some time, perhaps, the self-governing colonies will awaken to the sacrifice of dignity inseparable from the devolution of the duty of self-defense upon another country. Long before, however, colonial pride revolts at the position of a protégé, it is probable that the taxpayers of Great Britain, well-nigh exhausted by the constantly increasing drafts on their resources, will insist that the colonies shall contribute their several proportions of the revenue needed for imperial defense. When that demand becomes imperative the English speaking colonist will emerge from his fool's paradise, will rub his eyes and, discovering that sentiment is no longer profitable and that his course hereafter must be shaped by self-interest alone, will ask himself whether, provided he doubts his capacity of being self-sufficient, he would not do better to become a citizen of the United States than remain a subject of the British Crown.

It is one of the striking features of Mr. PERL'S book that he clearly recognizes as one of the two great dangers that lie before the British Empire the magnetic attraction, certain to be exerted with increasing intensity as time goes on, by the United States on the English speaking colonies of Britain. He acknowledges that an Australian or a Canadian may eventually say: "My reason for remaining within the British Empire is my devotion to and faith in my Anglo-Saxon civilization which would be imperiled, if I quitted the empire, by the hostile forces of Europe. But if I passed under the wings of the United States this precious possession, which I prize above all others, would be not only not forfeited but would be mine more securely than ever; for the United States is not only Anglo-Saxon but may become more powerful than England. In her company I should be as free as I am now, and more safe."

The second dissolvent of the British Empire apprehended by Mr. PERL is what has been incorrectly but conveniently summarized as the Yellow Peril. He does not assume that the British Empire for a long time to come, if ever, would have anything to dread from overt aggression on the part of Japan. Neither, apparently, does he dread any invasion of Europe or of Britain's outlying possessions in the Pacific or Indian Ocean by the Chinese, even though the latter, emulating their Japanese neighbors, should assimilate with equal thoroughness the science of the West. What he does fear is the subjective effect on Britain's subject and dark skinned populations of Japan's far shining example of a self-evolved

civilization, which assimilates indeed what is useful but remains distinctly individualistic. The author of "The Friends of England" foresees that the day may come when a Hindu, or a Burmese, or a Malay, or an Egyptian, or even an African may say: "Hitherto I have been loyal to the British Empire, because it brought me the germs of a better civilization than I had ever known before. Now, on the contrary, I am possessed of a new ideal. I believe that I can have a civilization of my own, after the example of Japan. I should prefer such a civilization, for to possess one's own civilization is to be free."

Mr. PERL admits that if both these dangers, the American Peril and the Yellow Peril—both perils arising from elective affinity and the magic of example, not from violence—were to be realized, England would once more stand before Europe, as it stood in 1793, with its empire gone. He tries to console himself with the hope that perhaps, after all, this will not happen. But in his book, as in "Paradise Lost," it is when the author plays the pessimist that his arguments are most convincing.

Insanity and Crime.

The insanity of the New Jersey murderer, Wood, is practically admitted by the acceptance of his plea of murder in the second degree and his sentence to prison for thirty years. It was a peculiarly coldblooded and unprovoked killing, proved incontestably, and if doubt of his sanity had not arisen he would undoubtedly have been sentenced to death.

His sentence to a long term of imprisonment, however, will put him out of the way of opportunity to repeat such a crime under a "sub-conscious" homicidal impulse; and during the continuance of his term in prison, and long before the thirty years are over, it will be demonstrated if actually he is the victim of the progressive mental disease which alienist witnesses at his trial testified to having diagnosed in him.

Even if Wood is practically insane, however, ought he not to be executed for that very reason? This is a question which his trial has caused to be much discussed. But if this man ought to be put out of life, no matter how insane, on the theory that such a creature is as dangerous to society as a man-killer, tiger on the same principle every homicidal lunatic ought to meet the same fate. It is a theory which, carried to its logical extreme, would destroy all the mentally and morally defective members of society, among whom a large modern school of philosophers and physiological psychologists include people of criminal tendencies generally. As in Sparta, no weakening of the race would be allowed to live. The enforcement of such a rule would decimate the human race by a single stroke.

Moreover, how is mental soundness to be determined, and by whom? No exact definition of insanity is obtainable. In this case of Wood there was disagreement among the doctors as to his insanity, and which side is right will be determined only by his experience under incarceration. If he is a victim of the mental disease diagnosed by those who held him irresponsible, his malady will become unquestionable more or less rapidly, but until that test is applied his mental condition with respect to sanity, as we call it, is conjectural merely.

The raising of the plea of "sub-conscious" impulse as an excuse for murder is a ominous innovation, but the execution of a human being irresponsible because of mental disease would be shocking to Christian civilization, no matter how consistent it might be with the scientific theory that the welfare of the race would be promoted by getting rid of him.

Cuba's Birthday.

We extend our compliments and best wishes to our neighbor the Republic of Cuba, which begins to-day its fourth year of national independence. For three years *la bandera Cubana* has waved over a land where law and order have prevailed and industry has found its reward in ever increasing prosperity.

Some of Cuba's experiences are open to criticism. So are some of those of the United States, of England, of Germany and of Mexico. The Cubans make mistakes just as other people do. But never before in her history were their prospects so bright; never before was their condition so sound. Cuba is doing a good business; is paying her way as she goes, and is also placidly contemplating the establishment of a comfortable little national debt.

What nation could ask more or do more? Peace reigns within Cuba's borders and her relations with all other nations are those of cordial friendship and good will.

The Ocean Yacht Racers.

Nautical sharks found very interesting reading yesterday in Commodore BENEDICT'S log of the first day of the ocean yacht race. With his good steam yacht *Ouida* the commodore followed 125 miles to the eastward the four racers which crossed the line ahead of the others. He saw the German schooner *Hamburg* get the lead from the Atlantic after seven and a half hours of close racing. The *Ailsa* was third and the *Hildegarde* fourth. The others were not visible.

Not much is to be learned from the commodore's report that will guide toward predictions of the position at the finish. It appears that the four leaders held the port tack on which they crossed the line, trusting that when the easterly wind died out the new breeze would come in from north and west and they would haul up on their course. The wind did come first from the north and afterward from the west.

The yachts, being about 120 miles east-southeast of the Hook lightship, hauled up and took the breeze abeam. As it went westward they would point more into the northeast and speedily wind out the southerly they had made and which they did not need. The course from the lightship to the southerly end of the Grand Banks is a trifle north of east. If all the other yachts held courses

similar to that taken by the four watched by Commodore BENEDICT, then at 5 A. M. on Thursday the yacht flying the colors of the German Emperor, donor of the cup, was the leader of the fleet.

But who knows? Where was sparsplitting TOMMY BORLIN, the fisher captain, the DISKO THORP of the fleet? Was he thinking as a god? Was he sniffing the odors of the Nantucket Shoals and nosing a path to the northward for the Fleur de Lys, so that with the new wind she would be leagues to windward of the *Hamburg*?

And where was LOESCH with the *Endynion*, the transatlantic yachting record holder? Commodore BENEDICT lost these yachts, but have the leaders lost them? That's the question.

The pressing need in which Harvard University is of an immediate and large increase of endowment, if the quality and quantity of its instruction is to be kept up, was pointed out in *The Sun* some time ago. Harvard men have been bestirring themselves since President ELIOT'S statement of the predicament that the public and it is gratifying to learn that a very large sum of money has already been subscribed.

It falls short, however, of the amount set by Harvard's president as being the least that will suffice to the university, and a committee of well known Harvard men issues an appeal to have the endowment brought up by next commencement to the \$2,500,000 asked for. Among those signing the appeal are Bishop LA WRENCE of Massachusetts, President ROOSEVELT, many solid men of Boston, and among the New York alumni CHARLES S. FAIRCHILD, F. R. APLETON and ROBERT BACON. This is a time for Harvard to pull all together.

February, 1905, has been the date in the official time table for the retirement of the Hon. LESLIE MORTIMER SHAW from the Cabinet. Possibly very recent events may make a change of date necessary. Mr. SHAW is the courteous and passionate defender of high prices, and it must strike him as sin and shame beyond forgiveness that the United States should not pay the highest price for what it buys. The Washington correspondent of the *Pittsburg Dispatch* makes these not uninteresting assertions:

"If possible Secretary SHAW is going to use the *Island* (Cable) Commission's decision to buy in the lowest market rather than to purchase to further his campaign for the Republican Presidential nomination. He has an idea that the order to buy where prices are lowest is going to hurt Secretary Taft. He is willing that it shall. His friends are doing everything possible to let the public understand it is Taft's idea. They are also doing everything possible to let the President understand that the President had nothing to do with it."

With earnest attention we shall watch Mr. SHAW, a gentleman with no small spice of Quixotism, in his enterprise of separating Mr. Taft from Mr. Roosevelt and furthering his own campaign. At the proper time, also, we shall be glad to learn who his friends are.

It is gratifying to learn that our reindeer stations in Alaska can now supply the present needs of the country and will have before long a surplus for export, if anybody wants to buy. No Siberian animals have been imported for three years and the domestic herds are doubling every two and one-third years.

Dr. JOHNSON'S latest report says that in the eleven years of importation from Siberia a total of 1,200 reindeer were ferried across Bering Sea. In June last year there were 8,189 reindeer in the Alaskan herds, to say nothing of the surplus males, which the Eskimo herders are permitted to kill for food. No females may be slaughtered, the present policy being to increase the herds as rapidly as possible. At the present rate there should be 128,000 deer in Alaska in 1915 and about 35,000 fawns should be born in that year.

We saw the Eskimo already skilful in raising and training reindeer. He owns about a third of the deer in the territory. He is beginning to sell fresh meat to miners, an important matter at the inland camps, for moose and caribou are disappearing and beef and mutton from the States are hard to get. He is proving to be skilful in driving reindeer and is already carrying mail, freight and passengers across the vast tundra in a curving line between mining centers. The reindeer is helping to solve a serious problem. Our Mongol wards along the coast were in a wretched state and their privations threatened to wipe them out, but Uncle Sam has introduced them to a source of wellbeing that assures their future and makes them helpful to others.

Dismay of a Medical Man.

TO THE EDITOR OF THE SUN.—An Associated Press dispatch from Washington states that Mrs. Florence Maybrick is suffering with "constipation of the bowels of her knee, and therefore could not appear as a witness in an important case to which she also later in a New York paper that a passenger from Hamburg had died on the voyage of "scurvy of the bowels," also that yellow fever had broken out on the banks of that grand old river, the Ganges.

I am greatly exercised in mind over these matters. It is possible that new diseases, even of this kind, may be found, and that the name of that eminently respectable association of ladies, has been given to it. "Constipation of the bowels, indeed! What will our autopsies say?"

Serious! What will those ladies say? Yellow fever on the Ganges! *Mercurius dicitur*!

DR. PARMENTER OF PARK ROW.
NEW YORK, MAY 19.

Featherless Birds of Central Park.

TO THE EDITOR OF THE SUN.—There's only one man who can in "simple talk" tell "O. U. A." about those long-legged birds that followed him from Fifty-ninth street to Harlem Meer. E. S. PATRICK'S. His name was E. E. Thompson. E. S. Thompson is E. T. Seton.

By all rights they should have been a pair of green parrots. That Wild Animals man will know, however, he's "much of an aviator."

NEW YORK, MAY 19.

TO THE EDITOR OF THE SUN.—In reply to C. O. U. A.'s query as to the large pig-legged bird which followed him from Fifty-ninth street to Harlem Meer, I should say that this bird must have belonged to the species known as the *Manitoba* cock. ZOR ASSAQUOYON.
NEW YORK, MAY 19.

A Matter of Phrase.
Knicker—is she a practiced phraser?
Booker—I should rather say harlequin.

Back in New York.
Been attending a fair at Maine.
Up Mount Washington and down.
Through Vermont and then back south.
Had to stop in Boston town.
Lord but it's good to be back in New York!

Troubled up the Morris.
Heard the Berkshire rabbits call.
Never saw a woodcock green.
As our trees by City Hall—
Gee, but it's great to be back in New York!

Newport has some pretty sights.
Waiting the cliffs from noon to dark.
Talking how you lucky folks.
Had a beach in Battery Park.
Oh, but it's good to be back in New York!

Heard the Springfield cowboys yell.
Saw the men in the blue and red.
Wouldn't it give you a smarting ache?
Just for a minute of old Broadway?
My, but it's great to be back in New York!

Mountains White and mountains Green.
Murmuring brooks and valleys fair.
Why, all New England isn't New York!
Six deep breaths in Union Square!
Wow! but it's life to be back in New York!

Edwards Robinson.

MATERIAL FOR THE CANAL.

WASHINGTON, May 19.—From the general roar over the proposal to buy what is needed for the work on the Panama Canal in the cheapest market, it might be inferred that our whole industrial structure is in peril. It might be assumed that we expect to be beaten out of our boots on every dollar's worth of supplies and material required for the construction of the big ditch.

The point involved sets forth very clearly the widely prevailing ignorance of general world trade conditions. Our tariff guards our market against the "pauper labor of Europe." Therefore, in open competition Europe can underbid us. Again, non-sensical attention is given to steel rails. We are to buy steel rails abroad, American rails at that, at lower prices than would be charged an American purchaser for the same. Let us see what it all amounts to.

To double track the Panama railroad, allowing 100 tons of rails to the mile, there would be needed 5,000 tons of rails. At 150 tons to the mile, for a heavier rail, 7,500 tons would be needed. Last year American mills produced all the rails needed for our vast system, and 415,000 tons were exported. We have mills that could supply the Panama requirement in about one day's work.

Pumps and pumping machinery will be wanted. We exported, last year, \$2,700,000 worth of such appliances, \$810,000 worth of it going to the United Kingdom. Powerful excavators and their engines will be wanted. People are under a strong impression that the United States produces appliances of this kind that will last longer, work faster, and dig more dirt in a given time than similar machines made elsewhere. Efficiency and not price will govern the purchases in that line. Axes, saws, shovels, picks, and a little wilderness of such tools will be needed. American axes, saws and shovels are used wherever there is wood to cut and dirt to dig. Lumber will be needed. Our Gulf ports sent out \$12,000,000 worth last year, and the Puget Sound country sent out \$4,000,000. These will be the sources to supply for timber and lumber. Cement will be needed. We ship thousands of barrels of it to Mexico, Central America, and South America, in open competition with the product of Europe. There would be no reasonable cause of complaint if American producers failed to fill all the canal requirements of this material. Our imports for use in this country, notwithstanding the duties, are now running about 500,000 barrels a year. In 1903 they were more than double that.

So runs the business side of this matter. The United States now obtains from other countries about 5 per cent. of its total requirements for domestic consumption. It is very doubtful if the Panama Commission will find any advantage in going abroad for more than that percentage of its required supplies. It is a case of how to be hurt, and it is foolish for us to howl because we know that we shall be hurt. The purchase of a ship or two does not entail national disaster, and it is perhaps our own fault that there is any necessity for purchases.

Meanwhile, let American manufacturers keep cool, and when call is made for tenders for tools, machinery and supplies, submit their bids on a basis of fair trade profits.

The Closed Shop.
From an address by C. W. Post before the National Association of Manufacturers.

Modern unionism is like a fixed and chronic disease. Once it becomes fastened to the body it is hard to get rid of. It is a disease that is slowly and surely developing itself closer to the grave. Only those survive who have the force, intelligence and vitality to shake it off. If you doubt that statement, try becoming inoculated with the disease of a closed shop and close your eyes. The penalty of such a crime against humanity, as any one and every one must when they transgress either fundamental or natural law.

When a manufacturer operates a closed shop he prostitutes his American manhood, insults his own intelligence and business sagacity, strikes a vicious blow at every honorable independent workman, and, like a madman, he is sure to ruin the life of his business to the labor union, whose demands, once they get the power, become more and more tyrannous and unbearable day by day, until the weak-minded manufacturer wakens to the fact that he is bound hand and foot and ruin overtakes him unless he has money and backbone enough to go through the terrible fight back to freedom.

Foreign Enterprise.
A leading Berlin paper publishes a Buenos Ayres communication urging German exporters to be "up and doing" for Argentine trade. The writer warns his countrymen that they will not be able to compete with the "Yankees," who are thoroughly working the Argentine markets.

The Association of Hamburg Exporters has asked the German Government to establish diplomatic relations with Argentina, and to appoint a German consul in that country to promote German trade.

The Russian Association of Sugar Industries calculates the exportation of Russian sugar for 1904 at 28,000,000 pounds, or 18,375,000 pounds less than the empire's sugar export of 1903. Another estimate of Russia's war fully.

Siam is negotiating for a loan of \$20,000,000 for internal improvement.

The *Frankfort Gazette* says: "A group of French capitalists has obtained valuable concessions for building extensive railway lines in Argentina. To increase German trade with prosperous Argentina, the Hamburg-American Steamship Company will shortly establish a fast steamship service whereby the passengers from Hamburg to Buenos Ayres will be made in fourteen days.

Rumania exported in 1904 164,462 metric tons, an increase of 20 per cent. over 1903.

Italy exported 25,848 gallons of wine in casks and 7,934,000 bottles last year. Of the latter 3,388,000 bottles came to America, mostly to Central and South America.

Artificial silk manufacture is developing fast in Belgium. Another company for its manufacture has been organized in Brussels, with \$600,000 capital.

Lima capitalists will build a second electric railway between Lima and Barranco, Miraflores and Chorrillos, at a cost of \$400,000. All are within thirty minutes of the city.

The *Frankfort Review* says that Brazil needs American methods and energy to make use of its splendid forests of hard wood, to construct ports and harbors to build railways, to develop mining, to enlarge agriculture and cattle breeding in short, to control and run the entire range of the republic's resources.

The *St. Louis Courier* of Lyons, France, reports that the European orange crop is almost a complete failure. One dealer, who usually buys 10,000,000 pounds of European oranges each year, is developing the speed of the pack Robert B. Inquiries are being made for American growers.

"China is proving itself unable to compete in silk manufacture," says Consul George E. Anderson of Hangchow, China. "While its economic position is enabling it to produce raw material for nations better able to carry on the higher forms of silk manufacture."

Work and Plans of Centennial Taylor.

TO THE EDITOR OF THE SUN.—Mr. Charles Taylor, who is training horses at White River Junction, Vt., will be 100 years old next December. He is developing the speed of the pack Robert B. Inquiries are being made for American growers.

He expects to drive in the race this season. He drove the horse in several races last year.

NEW YORK, MAY 19.

The March to London.

TO THE EDITOR OF THE SUN.—What if I were to march to London? What's the answer? Would they be seeking internment in English soil?

SPEAK, N. C., MAY 18. ALLEN BARK.

Histories.

No doubt the Missing Link felt strange.

And wondered for a while.

He had no gall to wag for joy.

And knew not how to smile.

Edwards Robinson.

MAYOR CHECKS POLITICAL MOVES.

Talks of Motives Back of Street Sweeper Salary Bill.

Mayor McClellan killed yesterday the bill which sought to increase by \$50 a year the wages of the drivers and sweepers in the Street Cleaning Department and allowing the men overtime above forty-eight hours a week. This is one of the bills which comes regularly from Albany each year and is as regularly vetoed. The Mayor and his political advisers are so sure that the bill will be vetoed that they make no move to make such increases, and because it would involve an extra expenditure of over \$300,000 a year.

The bill was passed by the Republican leaders knowing that it would be vetoed. In the hope that the veto would win votes for the Republicans.

That the Mayor was aware of the purpose is shown by these remarks on the measure:

"Not a moment's reflection is necessary to convince any one of the impracticability of this bill, and of the utter insincerity of the Legislature which sends it to me. To the statement that it has so misjudged the situation as to expect advantage from my action on this bill, my rejection of the measure will do no doubt be a requital for its surrender to such a fate."

One of the evils of this kind of legislation is that it fosters discontent in the city departments, makes the inexperienced believe that there is hope for a salary increase with each session of the Legislature, furnishes occasion too often for the steady collection of money to pay the promoters of such legislation, and makes impossible the hearty cooperation of all the city employees in increasing the efficiency of the service.

It is almost every such interference with its affairs the city must protest. Let the Legislature, if it will, confer upon the city the greatest conceivable power with reasonable restrictions against the city officers. A wise and just administration would endeavor to remove every grievance of city employees, promote harmony, as far as possible, with economy, provide reasonable salaries. Under such authority each administration would be answerable to the people on the basis of the use of the power entrusted to it. If the fear of popular displeasure would not prevent maladministration, the verdict at the polls would punish it."

WELL BUY JERSEY WATER.

Board of Estimate Decides on 10 Year Contract to Supply Staten Island.

The Board of Estimate decided yesterday to make a ten-year contract with the Hudson County Water Company, New Jersey, for the supplying of water to Staten Island. President Abram and Little Tim Sullivan, who represented President Forbes of the Board of Aldermen, opposed the making of the contract.

They pointed out that a bill had been passed by the Legislature of New Jersey—a bill which is understood to have been passed in the interest of the State Water companies—prohibiting the New Jersey company to sell water to another State. Mr. Abram and Mr. Sullivan urged that the signing of the contract would lead to litigation. The Mayor replied that several legal authorities on interstate law had held that the Jersey law